

COUNTRY Eastern Europe Approved For Release 2006/04/20 : CIA-RDP82-00457R015200200005-0

REPORT NO.

TOPIC Cottbus Airfield

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 5 November 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

DO NOT CIRCULATE

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1. On 24 September 1952, four Yak-11s [redacted] practiced flying at Cottbus airfield. Additional Yak-11s were seen in front of the hangars. On 27 September, four Yak-11s were observed circling over the field. Some Volkspolizei officers were seen among those who boarded the planes. Two tank trucks, 1 fire truck, 1 radio truck with 2 antennas and a van-like truck with large windows were observed at the take-off point. (1)

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2. On 27 September, three VP platoons of 40 men each were seen doing close order drill at the newly constructed barracks installation east of the former Luftnachrichten Kaserne.

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3. On 16 September, [redacted] a railroad worker that the aircraft at Cottbus airfield arrived by rail during the last weeks. [redacted] a total of 40 planes had arrived so far. On 15 September, two carloads of flying suits, fur boots and other items of clothing needed by flying personnel were unloaded at the field. The equipment had allegedly come from the U.S.S.R. A Soviet Air Force captain supervised the shipments from the Cottbus railroad station to the airfield. This captain told German railroad workers that Cottbus airfield would be handed over to the VP. (2)

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4. On 16 September, 20 to 30 single-engine aircraft were observed at the field. Additional planes were housed in the hangars. VP personnel and a Soviet unit [redacted] were observed at the field. There was daily flying by single-engine planes. [redacted]

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5. Between 8 a.m. and 6 p.m. on 17 September, individual take-offs and circling over the field were practiced at the installation. The aircraft observed had cabins with two seats in tandem and were equipped with radial engines and retractable landing gears. [redacted]

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[redacted] Between 8 and 9 a.m. and 3 and 4 p.m. there was flying by three aircraft of the same type as observed on 17 September. At 6 a.m. on 19 September, [redacted] 12 single-engine planes parked in a row at the south side of the runway. Individual take-offs and circling over the field were practiced after 8 a.m. A large radio truck, a flight control truck fitted with a plexiglas cupola, a tank truck and a fire truck besides Soviet officers, VP officers and VP personnel were observed at the take-off point. The take-off signal was given by VP personnel. At 2 p.m., the crew of the plane [redacted] was exchanged at the take-off point.

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On 20 September, [redacted] only VP personnel in the quarters east of Burger Chaussee. The only Soviet unit observed at the installation was a motor transport unit quartered in a camp surrounded by a board fence. A motor vehicle spare parts dump was also located there. (3) Flying personnel of the former German Air Force were employed at the field. On 16 September, [redacted] overheard a conversation between these men which indicated that they were not enthusiastic about their jobs. A Soviet Air Force headquarters under the command of a general was stationed at the field. (4)

7. At 3 a.m. on 21 September, 8 heavy caterpillar tractors were seen proceeding to the airfield. At 11 a.m. another such caterpillar tractor without markings was observed. (3)

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9.

25X1 [redacted] Comments.

- (1) It can be assumed with certainty that training with Yak-11 planes was started for personnel of the VP air regiment stationed in Cottbus. This training is supervised by Soviet Air Force personnel. The same observations were made in Kamenz and Bautzen.

25X1 (2)

- (3) It is believed that a supply unit of the Twenty-fourth Air Army is stationed at Cottbus airfield in addition to the VP regiment and its Soviet instructors. This assumption, which was based on the observation of numerous truck shipments, is supported by the storage of motor vehicle spare parts and the arrival of heavy caterpillar tractors. [redacted]

25X1 (4)

The presence at Cottbus of a Soviet headquarters commanded by a general is reported for the first time. There is a possibility that this headquarters is a liaison staff attached to the 1st VP Air Div or the headquarters of a supply unit. Further information is required to determine the missions of this headquarters.

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